

EI-7069

Port McKenzie Rail Extension EIS

Public Meeting

Anchorage Senior Center

March 11, 2008

**Laurie Ann Lucas** – My name is Laurie Ann Lucas. I live in Anchorage at 4031 Lunar Drive, Apartment A as in Apple, 99504. I have a cabin on Horseshoe Lake. My parents bought it in the mid-60s and it was willed to me and we go there every weekend in the summer. We're summer folks but we may eventually move up there. I know that there's a lot of different reasons why I'm against it going – I'm pro-Willow route. I don't want it anywhere near the Big Lake, Horseshoe Lake area. There's several reasons. One of them is socioeconomic. We have a lot of houses and buildings close together in that area but they're not – if you were to open it up to Willow you would be opening up more unsettled land, more unsettled than ours and it would open up the Valley really well and the Big Susitna area really well for business. Also the watershed – we had flooding problems like you wouldn't believe summer before last after several days of torrential rainfall and our lake runs off the watershed and runs off into the Big Su and if the railroad was put in the proposed area which is just north or west of west Horseshoe Lake, it would plug up our watershed. It was so bad at the lake that it was covering up docks. It was filling up land that wasn't normally under water. It was under water. It was really, really bad and that's with the watershed open. If they plugged it up with the railroad and with all they have to do to compact the earth, we would have been in really, really bad shape. I mean, my cabin is on a hill and it probably would have been flooded.

There's the earthquake fault – the Whitecastle Fault Line that runs completely parallel or almost right underneath where that route is planned. If you were to try and build a trestle over the wetlands where it releases the water from Horseshoe Lake to the Big Su, you'd be putting a big risk that it'd be knocked down by a big earthquake. Apparently there's been large earthquakes, 7.2 or above magnitude, every 650 to 700 years along that Whitecastle Fault Line and it's been 650 years since there's been one so we're due and that would be a big waste of the

taxpayers' money and would put it out of business. Also, if they were to try and do culverts underneath, they'd just get plugged up between the ice and the spruce trees from Miller's Ranch fire, there's trees down everywhere still and there's no way they'd have the resources to keep them from being plugged up. So I think that's pretty good. I would not like for a train rumbling through my back yard. I can hear the trains as it is and we are a long ways from the railroad right now. I would not want that. Laurie Lucas over and out.

**Mark Lind** – I am Mark Lind. Address is P.O. Box 670182, Chugiak, Alaska, 99567. I own property in the Willow area on Boot Lake that your rail crossing would be crossing probably less than a mile from where my cabin's at. I'm proposing to build a house there in the next few years. Already at this time, the existing rail crossing that's running up on the other side of Willow, I hear that train at night going through and the whistles blowing and now I'd have it on both sides of me if this goes through. Other concerns I have is it's a highly recreational area. It's also a wintering moose ground out there. There's times in November and December when the moose start coming down out of the mountains, they cross through the area between Vera Lake out to the Raleigh Lake area and you can go out there on a single day and count up to 200 moose easily just in the open swamps so that's going to put an impact on the moose in that area. Also the recreational snowmachine in the wintertime. You've got culverts proposed to go in the areas and I'm not sure if that's what you're going to be using for trail crossings but if it's in an area where you have water running through those culverts, you're going to have glaciations problems which is going to close that culvert up depending on how big a culvert you would put there. It would start glaciating there and someone could go through there and have a bad accident hitting their head on the top of the culverts, a number of things could happen. Also, you have a lot of summertime traffic out there on the ATV trails that are not maintained trails that

would be crossing your rail line out there and I also saw where the Willow area does have designate trails but people also have other ways that they go back to their favorite areas so they're not always on the designated trails up in that area because it's all wide open swamps and nobody's really living back in a lot of that area. You're also running right next to the park area and that's a reserve area for animals. It's closed to all hunting and stuff so we have one extra thing coming by that's going to be scaring the moose and different things in there.

I am a hunter and we do need places for the animals to get away from things and that's the reason for Nancy Lake Park over there and the rail's going to be running right alongside it. I just see a real high cost because there's a lot more swamp crossings. You have another highway crossing that you have to put in and change the highway again and highway's just been rebuilt in that area not too long ago so it looks like a lot of high cost to put a rail up through that area. Not only does it impact the environment up in there, it's a nice area and I hate to see it get ruined by more activity like this coming through. I will be sending some more comments on showing like where you have your creek crossings and stuff where you're going to be putting culverts where it doesn't show that you have your trails that may not be maintained trails but people do use them areas in the wintertime for snowmachining and you have to figure out a way to make sure it's safe – or if you block the culverts off, people are going to go over the rail tracks so you have to do something that's going to be safe for everybody. Thank you.